

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, DEC. 24, 1852.

"Our Projected Railroads."

The above is the title of an article in the last Fayetteville Observer, closing with the admission that it has been "very hastily" written—an admission abundantly substantiated by the occurrence of the numerous mistakes and misstatements which it makes with regard to our course and position towards the projected Railroad from Fayetteville to the Mines, in Chatham county.

The Observer commences its article by a remark to the effect that we have taken nearly a fortnight to deliberate before breaking ground on the subject of a Railroad from Fayetteville to the Mines. On turning to our files, we find in our paper of the 8th, an article upon this very subject, referring to the project, and quoting the language of the Observer. That paper of the 2nd, containing the first article upon the subject, reached us on Saturday, the 5th, so that, in fact, only two business days elapsed before we "broke ground on the subject." Between two days, and "nearly a fortnight's deliberation," some difference is generally supposed to exist. The Observer had evidently overlooked our first article, in which allusion is made to the project of Charleston to reach the N. C. Coal Mines by means of the North Eastern and Cheraw & Darlington Railroads, with such extension to the Mines as might be necessary; and we further alluded, in the same article, to the proposed Railroad from Fayetteville to the mines, and the suggestion of the Observer, to make such Road a part of this Charleston scheme. To illustrate this last, we copied from the Observer as follows:

"Now it has occurred to us, that a railroad from this place to the Coal Mines may be made a part of this Charleston scheme. This town is but little out of a direct line between the terminus of the North Eastern Road and the Coal Mines. And if we build 40 miles of road, Charleston may be glad to be saved that much of outlay. A railroad from the Manchester Road to this town would unquestionably lead to the completion of the long projected and much desired road from this place to Raleigh. And thus we should be brought into connection with the great Northern and Southern railroads, and that too by the shortest route from North to South."

In commenting upon this, we evinced no feeling of opposition to the Rail Road from Fayetteville to the Mines, or to any other project which the people of Fayetteville might conceive to be promotive of their interests or prosperity. We merely remarked that "the bearing of these things upon the prosperity of our route was obvious, and need not be commented upon; neither was it necessary or proper for us to offer any suggestions upon the subject. We had called the attention of our readers to it, and many of them were infinitely more competent to grapple with it than we."

That these projects would have an important bearing upon the prosperity of our town and route is plain, and we could not have failed to call attention to them without being guilty of a palpable neglect of duty to those interested.

In a subsequent article upon the subject of "Internal Improvements," which the Observer quotes as having been written with special reference to the Charleston project, we do deprecate the absorption of the capital and energies of the State by the creation of rival lines through her, from North to South, while her Eastern and Western sections stand isolated from each other, without means of communication or facilities to bring the produce of the West to market, or to afford the East the advantage of the commerce arising from the transfer and shipment. Properly speaking, there is no line, either made or authorized, connecting the East and West, while there are two lines, and two others vehemently sought after. We believe with the Observer, that there is unbounded room for improvement, but we also believe that Railroads can no more dispense with the rules of common prudence, than can any other business, and hope to escape the penalty. We do not think there is business enough for four competing lines running through the State; nor do we think it the policy of the Legislature to encourage the making of such, while the real evil is for want of connection with the seaboard.

If the Observer understands us as being in any way opposed to a charter for a road from Fayetteville to the mines, it is much mistaken. If in the Legislature, and it up, we would vote for it. It is further mistaken in supposing that our hint about a road from Faison's to the mines was intended for the purpose of avoiding Fayetteville. It was simply to point out a certain resource for reaching the mines without any further legislation, upon capital which could easily be sold.

We agree with the Carolinian of Saturday, that there is no sort of use in any wrangling between Wilmington and Fayetteville, nor do we think there will be any need of a Railroad further down than Fayetteville, the Cape Fear River being fully competent for the Coal trade. As for Charleston competition, it would seem almost as if nothing but insanity could suppose it feasible, or anything but opposition to us have induced anybody to build projects upon it so easily as the Observer has done.

North Carolina.

The present session of the Legislature is virtually at an end—certainly so, so far as any further action on the subject of Internal Improvements is concerned. With the exception of some unimportant plank road charters, nothing whatever has been done or will be done at this session. Eighty thousand dollars have been appropriated to the Cape Fear and Deep River Navigation Company, this being the proportion of the State's subscription to its increased capital, as authorized by the same bill. Not another cent has been appropriated.

All the Railroad projects, for extending the Central Railroad East to Beaufort Harbor or West to the Tennessee line, have failed for the present—they will be carried through sometime in spite of opposition, but considerable delay may be anticipated.

The Raleigh and Gaston Road of 80 to 90 miles—the Central Road 220 miles, and the Wilmington and Raleigh of 160 miles, and a short Road connecting the Raleigh and Gaston with the Petersburg Road, are the only roads exclusively within this State. About 60 miles of the Wilmington and Manchester, 16 to 20 of the Charlotte and S. Carolina, as well as portions of the Petersburg and Weldon and Portsmouth and Roanoke Roads are in this State, the balance in Virginia and S. C. The aggregate amount of plank road constructed and in course of construction is about 280 to 300 miles. Assessed value of property real and personal \$220,000,000. State Debt at present existing or to be created within a short time for Central Rail Road and other works, about \$4,000,000.

Population 884,000—eight Representatives in Congress.

The new steamer Zephyr, as we learn from the Fayetteville Carolinian, made her first trip up to that place on Wednesday last, in 14 hours, as calculated she would do, against a heavy current, the boat stopping several times for the purpose of put-

The Legislature.

It would seem that our State Legislature has got itself into a pretty snarl, and finds no way to get out of it. The probabilities are strong that much, even of the indispensable business of the session, will be left in an unfinished state; and perhaps all the unnecessary expense and inconvenience of an extra session be incurred.

Of course, no election for Congress, nor for the next Legislature, can be made, unless the Legislature pass the proper apportionment bills; nor can the Judicial business of the State be properly transacted with a vacancy existing upon the Bench of the Superior Court.

The Senatorial election has been the great stumbling-block in the way of the transaction of business. Mr. Dobbin was unquestionably the choice of more persons in the State than any other man, and his selection as the candidate of the majority-party ought to have secured his election. That it has not done so is a matter of deep regret to all—of weighty responsibility to some. Whether Mr. Dobbin, or indeed any other man can now be elected is more than questionable, and it only remains for us to hope that at least the imperatively necessary bills will be passed, and an extra session be not entailed upon the State.

Both Houses have agreed to adjourn on Christmas morning.

HEALTH OF MR. KING.—We regret to learn from Washington City, that the health of Hon. Wm. R. King, President of the Senate, and Vice President elect, is very precarious, so much so, indeed, that he has, for some days past, been unable to attend the sessions of the Senate; and that body has been forced to modify its rules, so as to allow bills to be sent to his room for his signature, he being altogether unable to leave it. It is feared that he may never live to be Vice President. We trust, however, that good nursing and prudence may yet dissipate such fears.

Suicide in Sampson County.

We learn from a Sampson correspondent, that Mr. Robert Joyner, of that county, shot himself on the 15th inst., at his residence, and in an instant was in eternity. Mr. Joyner was about 40 years of age. No particulars are given, nor is any cause assigned for the commission of this rash act.

On the fourth page we find Leonard Scott & Co's. Advertisement of their re-print of the four leading British Reviews and of Blackwood's Magazine. The Edinburgh Review is the leading organ, and the London Quarterly the leading Tory organ. The Westminster ultra-Radical and the North British partakes somewhat of a religious character, but able and learned upon all topics. Blackwood has long been known as the prince of magazines.

Collectively they are worth far more than the cost of subscription, and are invaluable to any person desirous of keeping up with literature, opinions and events in Europe. Indeed they are the only affairs printed out of our own State which we would advertise for the value of them.

MAN KILLED.—We learn that as the express train was coming this way on Saturday night, a man was discovered sitting on the end of a rail, a little on the side of Warsaw depot. As soon as he was perceived an effort was made to stop the train, but not in time to prevent the step of the passenger car from striking him on the temple, from the effects of which he died soon after. He was carried down the road some distance to his residence. We have not been able to learn the name of the deceased, or any further particulars of the accident. The passengers unanimously acquit the engineer and conductor of any blame.

Three Days Later from Europe.

The steamship Africa arrived at New York on the 17th, with Liverpool dates to the 4th.

The Chancellor of the Exchequer has laid his budget before the House of Commons. The increased estimate for the army and navy is £600,000. Every branch of the service is to be increased. The surplus of the year is estimated at £1,400,000.

The contract for the ship canal across the Isthmus of Darien had been signed at London by Messrs. Fox, Henderson, and others. It is to be 30 feet deep at low tide, and 140 feet broad, with locks 400 feet from metre to metre.

The year in favor of the Empire in France sum up eight million. The result was laid before the Emperor at Saint Cloud on the 1st, in a speech by M. Billaut, which the Emperor replied as follows: "I take from this day, with the crown, the title of Napoleon the Third, because the logic of the people has already given it to me by its acclamations, and because the Senate proposed it legally, and the whole nation has ratified it." After some further remarks, he concluded with these words: "Receive here my oath that I will spare nothing to secure the prosperity of my country, and that while maintaining peace, I will make no concessions as to that which concerns the honor and dignity of France."

The Prefect of the Seine proclaimed the Empire at the Hotel de Ville, on the 2d, amid deafening cries of "Vive l'Empereur." Napoleon made a triumphal entry into Paris on the same day, at 1 o'clock, amid universal acclamations.

The Empire was to be proclaimed in all the departments on the following Sunday.

Emperor Napoleon has signed a decree pardoning all persons guilty of offences of the press, and has also pardoned 219 political convicts.

The Russian Ambassador had just returned from St. Petersburg with an autograph letter from the Czar to Napoleon.

There has been quite a Commercial Convention at Baltimore during the last few days. The ostensible object has been the development of Southern direct trade, but the real one has been to call the attention of the South and West to Baltimore. In calling this Convention, the Baltimore Chamber of Commerce have hardly disguised their sole object in so doing—the aggrandizement of their own city, and the promotion of their own trade.

From such affairs, the South need look for little real advantage. Baltimore simply asks the whole South to surrender, and be bound hand to the car of her progress. Better paddle her own canoe.

Attorney General of North Carolina.

In noticing the election of M. W. Ransom, Esq., as Attorney General of North Carolina, we cannot refrain from paying a tribute to the worth of his predecessor, Wm. Eaton, Jr., Esq., who most faithfully and ably discharged the duties of that responsible station during his term of service. Entertaining for Mr. Ransom the highest respect, and being well assured that he will make a good officer, we must nevertheless accord to Mr. Eaton what is strictly his due—the merit of being one of the best officers and best men we know. We have known him well for many years, and all we ever did know of him is in every particular creditable to him, and it is a compliment of which Mr. Ransom may well be proud to have defeated such a man in a Democratic Legislature.—Petersburg Intelligencer. (Whig.)

And ought not our Democratic Legislature to feel proud of having allowed the defeat of such a man as Mr. Eaton is conceded to be—even by his political opponents. A Democratic incumbent—a tried and true officer—is turned out to make room for a better paragon of the opposition; and this by a Democratic Legislature. The attitude of the Intelligencer unintentionally conveys as bitter a censure upon some of our Democrats as words can express.

SALE OF STEAM MILL PROPERTY.—We learn that Capt. Gilbert Potter of this town recently sold his interest (a moiety) in the Cowan Steam Saw Mill, situated at the lower extremity of Wilmington, to Messrs. Kidder & Marvin, for the sum of \$30,000.

NORTH CAROLINA LEGISLATURE.

From our Regular and Special Correspondents.

RALEIGH, Dec. 18th, 1852.

DEAR JOURNAL.—A. W. Burton, Esq., was elected Solicitor for the 7th Judicial Circuit, over Burgess S. Gaither, Whig, by one vote.

Mr. R. M. Saunders introduced a bill in the House to-day, for the extension of the Central Road East. He took this occasion to defend himself from the Virginia and Washington letter writers—he bore down pretty severely upon them; and referred to the attacks which had been made upon him by the press of this State. How far he has, by this act for the East, redeemed himself from the odium of having caused confusion and distraction for ten weeks in the Democratic ranks, remains to be seen—he has not, in the estimation of his many admirers heretofore, "done anything," to change their views, which have matured during the month just gone. For one, I am ever willing to accord to the Honorable gentleman the highest praise for his services heretofore rendered the party; but I can never forget the crazy position in which he has, by his eagerness for office, gotten us this winter!

The bill regulating the pay of jurors in Brunswick county, passed its third reading in the Senate.

The bill for the better regulation of the town of Elizabeth City passed its third reading. A number of bills incorporating Benevolent and Charitable Societies were read and laid over.

The bill to attach a portion of Yadkin to Forsyth passed its third reading. The vote by which the bill was rejected on yesterday to increase the capital stock of the Commercial Bank, was reconsidered and laid on the table; it will pass its next reading. The bill to incorporate the Greensboro' and Deep River Plank Road Company, passed its second reading. The bill for the better regulation of Clinton; also, bill to incorporate Upper Little River Navigation Company; also, bill to protect timber growing on the lands belonging to the Literary Board; also, bill defining the duties and powers of Turnpike and Plank Road Companies. Resolutions concerning Public Lands, passed second time; also, bill to incorporate the Waharie and Yadkin Plank Road Company.

A great many bills were read the second time in both Houses—a general rush is now made to get through business by Wednesday morning next.

Both Houses have agreed to refer the subject of the Eight Congressional Districts, to a joint committee, of two from each House.

Several members have gone home from the Commons. Mr. Steele, from the Senate, left this morning.

This has been a long session, and one of but little interest. A vast number of Plank Road bills have been passed—Deep River bill passed, and after this, can any one put his finger on an important bill which has passed?

RALEIGH, Monday, Dec. 20, 1852.

DEAR JOURNAL.—This has been a boisterous day in the Senate. At an early hour, Mr. Clark offered a resolution proposing to rescind the joint resolution to adjourn on Wednesday next, and that the day of adjournment be fixed for Saturday.

He remarked that, from the amount of business now before the Senate, and the mass of bills to come from the House of Commons, he had no idea that, between this day and Wednesday, it could be dispatched; and he was disposed to do the business which he had pledged himself to do before coming to the Senate.

Mr. Bynum objected to the resolution, he could not see why it was necessary to postpone the day of adjournment unless it was to effect some of the elections which had not been made.

Mr. Caldwell said he would vote for the resolution to rescind, and he would tell the Senator, and the members of the House, that he would stay here until a Senator was made, and they might prepare themselves for the hottest fight on to-morrow that they have had this session. The Whigs could not elect a Democrat, and the Whigs would not. On to-morrow, with one of their own men, a Western man—Thomas L. Clingman—the fight would be made.

Mr. Thompson said if the fight was to be a fair one he had no objection to it—if beaten fairly he would most cheerfully submit; but he did object to the postponement in order to take advantage of absences. He said that after the balloting was had on to-morrow he was willing to postpone indefinitely the subject of an election for the present session. Mr. Caldwell, in reply, said that if an election could not be effected to-morrow he did not believe it could be done this session, and for himself [he would not undertake to speak for his party] he was willing to the indefinite postponement.

The resolution was laid on the table.

The Governor was to take the oaths of office next Wednesday, at 12 o'clock.

The bill to incorporate the N. C. and Western Rail Road Company, was so crippled by striking out the 30th section, which appropriated \$2,000,000, that Mr. Woodfin moved to lay it on the table.

Resolution to pay J. R. Anderson \$12,000 for R. Iron, furnished the Gaston Road, passed the Senate, by a large vote.

Mr. Leach's Convention Bill was taken up in the House, and indefinitely postponed.

The following bills passed their third reading: Resolution in favor of B. W. Bell; Bill to establish the Merchants and Planters Bank in Wilmington; to incorporate the Charlotte, Be Ridge and Chatham County Railroad; favor of John Smith of N. H. Hovover; for the protection of boats, canoes, and sea coasting vessels; to amend an act giving Courts certain powers over lunatics; to authorize the union of the Greenville and Roanoke, and Petersburg Railroads; a resolution to authorize the Treasurer to borrow such sum of money, not exceeding \$200,000, as may be necessary to meet the liabilities of the State before the next session of the Legislature.

And the following bills passed the Senate three times: Bill concerning the County Court of Edgecombe; Resolution in favor of B. W. Bell; to revive and continue in force the N. C. Mining Company; Resolution in favor of S. W. Scarborough; Bill to incorporate town of Smithville; to authorize Smithville to transfer a certain lot; in favor of C. Latham; to incorporate Guilford Mining Company; to incorporate the Neuse River and Snow Hill Plank Road Company; incorporate Farboro' and Enfield Plank Road Company; incorporate Perseverance Mining Company; incorporate Manteo Mining Company; incorporate Newla River and Copper Mining Company; incorporate...

A host of bills have had a second reading—with a hearing! The ham is immense; Speaker's gavel is frequently calling for order—"This bill has been read the second time—all who are in favor of it, passing say 'Aye.' Nobody responds 'Nay,' and the bill is announced as having passed. Two days more, and I think the General Assembly will be broken up."

RALEIGH, Dec. 21st, 1852.

DEAR JOURNAL.—Two unsuccessful ballottings were had for Senator to-day. The Democrats generally—though the Speaker voted for Mr. Strange and Mr. Wooten, McDowell, and Boyd, in the Senate, threw their votes away—they could have elected Clingman. So you see the dilemma of affairs; and I now fully believe that an adjournment will take place without electing a Senator—and the prospect is, without laying off the Legislature, to adjourn on Wednesday. The Democrats would not agree, but seem fixed in their determination to go home to-morrow—Wednesday. I should not be at all surprised if, on to-morrow night, they break up in much confusion, to use no harsher language.

No bills on their third reading, have passed to-day, save the bill to amend the charter of the Raleigh and Gaston Railroad.

Fifteen engrossed bills, from the House of Commons, were read the first time in the Senate, to-day—there are any number of Senate bills before the House—and if the Legislature should adjourn on Wednesday, the whole of the business of the session, as an unfinished task, will be left. Mr. G. W. Caldwell made a patriotic and thrilling appeal to Senators, on this subject to-day; Mr. Joyner fought him back, with the desperation of a maniac—Mr. Washington urged the necessity of doing the public business—Mr. Joyner said, after the State was distracted, and the Governor's Council elected, he would not give one pin for the balance of the matter to be acted on. I am at a loss to conjecture, what will be the end of this confusion, bitterness, and a disposition to attend to private affairs at the expense of the public business.

Mr. Dobbin introduced a bill in the House, to enlarge the powers of the town of Fayetteville. The laboring question is, whether it is in all probability, give me material for an interesting letter, to-morrow.

From the Charleston Mercury.]

MARION COURT HOUSE, Dec. 14, 1852.

Messrs. Editors: In the remarks of your Correspondent at Columbia, appearing in your paper of the 11th inst., I perceive an unintentional error; I suppose which is not proper. I should correct at once. In speaking of the amendment to the Charter of the Northern Railroad, adopted by the Senate, as to the crossing track of the Manchester Road, he says: "This may give rise to much vexatious annoyance, but it is to be hoped that the Managers of both Roads, having submitted their case to the Legislature, and having received the aid of the common interest." I have italicized the words "having submitted their case to the Legislature," in order to call attention to them, and to disclaim any such act in reference to myself. I did resist and protest against the passage of the bill, and denied the right of the Legislature to pass it. I still deny it, but surely in a matter of contested right, when one party has resisted the passage of a bill, his resistance cannot be considered as having submitted "his case to the Legislature." This new theory of your correspondent, however consistent it may be with this age of progress, is not one I am willing to subscribe to.

The Constitution has delegated to another tribunal, the Senate, the right to decide upon the constitutionality of the bill, and the common interest, by the Legislature on individuals and corporations, and however highly I may respect the wisdom and intelligence of the Legislature (and I do not mean to disparage either) where questions of legal rights are concerned, I should feel it my duty to resort to that judicial construction which has the sanction of the Constitution, and that which is the duty of what was granted in our Charter, and violated, as we contend, by the amendment spoken of, if it be passed by the House of Representatives. What will be the action of the Company on the contested question, sprung upon them at this session, it is not for me to say. If they have rights, however, under the Charter, and support them, what is it the duty of those in charge of the affairs, to see that they are protected to the fullest extent by the Courts of the country, which alone have the right to adjudicate them? I felt it my duty to disabuse the public of any impression, that I had submitted "this matter to the Legislature," or that I even had authority so to do, as neither the Stockholders or Directors had ever been consulted, or had the matter before them for consideration.

Yours respectfully,
W. W. HARLEE.
President W. and M. Railroad Company.

CONGRESS.—WASHINGTON, Dec. 21.—In the Senate the resolution to confer Lieut. Generalship on Gen. Scott, was taken up, and supported by Messrs. Cass, Shields and Burdell, and opposed by Messrs. Chase and Adams. It will doubtless be passed.

The House took up, in Committee, that portion of the President's message relative to the tariff. Mr. Clingman's motion to admit rail road iron free of duty was debated at length.

It is reported that an effort will soon be made in the House to take a notice of the acquisition and annexation of Samana and Sonora by the French.

Mr. King's health is no better.

Distressing Occurrence.

It is with feelings of the deepest sorrow that we have to record a most melancholy occurrence. The boiler of the Steam Saw Mill at Waynesboro', the property of Mr. J. R. Anderson, exploded yesterday morning about 7 o'clock, killing three white men and two negroes. Mr. Pipkin, the proprietor, was killed, and a Mr. Thos. Gardner and Wm. Jones. The two negroes belonged to Mr. Pipkin. Two other negroes were badly wounded, one a free boy, and the other the property of Mrs. Churchill of Waynesboro'. Defects of the boiler, is attributed as the cause of the explosion.

Mr. Pipkin leaves a widow and three children to mourn their irreparable loss.

Mr. Jones and Mr. Gardner have each left a family in almost destitute circumstances.

Reading his own Obituary.

The Milwaukee News publishes a very handsome obituary notice of the death of William R. King, Vice President elect, from which we make the following extract:

"Mr. King was a native of North Carolina, born on the 7th of April, 1788. He received his education at the University of North Carolina, and studied law with William Duffey, a distinguished lawyer, residing in Fayetteville, in that State. He first entered public life 1806, as a member of the State Legislature. In 1810, when barely of the constitutional age, he was elected to Congress from the Wilmington district. During the next year he was elected, he became a bold and uncompromising advocate of the rights of the country, and ably supported Mr. Madison through the war of 1812.

"In 1816 he resigned his seat in the House of Representatives and went abroad as Secretary of Legation, first at Naples and afterwards at St. Petersburg. In 1818 he returned and moved to Dallas, in Alabama. He was elected a member of the Alabama Convention to form a State Constitution, and took a prominent and influential part in the proceedings of that body. In 1819, while on a visit to North Carolina, he was elected, without his knowledge, to the United States Senate by the Alabama Legislature, and he held that office until 1823, when he accepted the mission to France. The object of his mission having been accomplished, he resigned in 1845. In 1848 he was appointed by the Governor of Alabama to fill the vacancy in the Senate, and upon the expiration of his term of appointment he was re-elected by the Legislature for a second term. In 1850 he was unanimously chosen to preside over the Senate, in place of Mr. Fillmore, who became President by the death of General Taylor, a station which he held to the day of his death, and to which he had been elected by a larger popular majority than was ever given to any candidate for that office.

Mr. King was a man of strong mind and excellent good sense. He was a republican of the Jeffersonian strict construction school, and possessed rare virtues, as a public man and a private citizen. The confidence bestowed upon him by the State of Alabama through a long series of years, is his highest eulogy."

INCREASED USE OF GUANO.—The Fredericksburg (Va.) Herald says the application of guano the last season or two, has been so highly satisfactory, that many farmers are operating on a large scale this fall. One produce house in this city has received an order for 50 tons from a Rappahannock farmer, and another for 30 tons. The Fredericksburg paper says:

"We have also cited to us several instances wherein in practical results were shown from the application of Guano. One gentleman, whose means were rather limited, commenced a few years ago by the application of 20 tons of it to his farm, raised a large quantity of corn to support the ordinary wants of his household and his stock, whilst in the way of wheat he had but a small quantity to sell. He increased the application gradually as his increased crops allowed, until this year he has 150 barrels of corn to sell, beside a very fair crop of wheat. He is able to apply what will be equal to about four tons of guano, and he has increased his crop since his means allowed him an application of only twenty pounds."

The Empire being adopted in France, the next important question will be, whether it is in all probability, give me material for an interesting letter, to-morrow.

The marriage of the future emperor is still a *Forde du jour*, and it has been announced in the most official manner in the diplomatic circles. On the fourth of this month, Princess Vasa (Carola) made her abjuration at Muravitz, in Moravia. For a long time the Princess had desired to become a Roman Catholic, but she was obliged to wait her majority to obtain the consent of her father, and then she was instructed into the Roman religion by the Bishop of Brunn, before whom she made her abjuration. Orders have been given to dress-makers, milliners, and jewellers, for an entire wardrobe and trousseau. At her abjuration at Muravitz, in Moravia, The Princess Marie Louise have been restored in a magnificent style, and a medal, in commemoration of the marriage, has been ordered of Messrs. Oudine & Bovy, the engravers of the Government.

DEATH OF JOHN L. CAREY, ESQ.—NEW ORLEANS, Dec. 14.—John L. Carey Esq., formerly editor of the Baltimore American, and recently editor of the New Orleans Crescent, died this evening at the St. Louis Hotel. He was attacked this afternoon with cholera, and in a few hours expired, notwithstanding every thing that medical skill could suggest, was resorted to for his relief. During his brief sojourn here he had made many personal friends, and his sudden death was a great loss to the community.

NEW YORK, Dec. 19.—The steamer United States has arrived, bringing 200 passengers, \$350,000 in gold, and two days later, intelligence from California, brought down, by the Winfield Scott. The California dates are to the 18th ult.

Business was more active. Flour unchanged and tending downward. Prices of provisions and other staples favored buyers. Clean pork \$28 50.

California news is unimportant.

CALIFORNIA AND OREGON.—Dates from Oregon are to the 10th. The overland emigrant had nearly all arrived. They had plenty of provisions on the route, and suffered but little from sickness.

FROM CHILI.—The steamer Lima had arrived at Panama with Valparaiso dates of the 15th and Lima of the 26th. She brought \$200,000 in specie.

Peru was quietly concentrating her military forces, but for what purpose was not known. It is presumed she is preparing to resist the demands of Ecuador for satisfaction in regard to the Flores affair.

The English Government had made a formal declaration to blockade the coast of Peru on account of the Mackintosh claim, but the order was afterwards countermanded.

Salvador Holden had been appointed Governor of Panama.

Business at Panama had improved a little, but was not active.

WASHINGTON, Dec. 19.—Vice President King was more feeble yesterday, and is still worse to-day. The nature of his disease is an affection of the lungs, similar to Mr. Clay's, and he has the same physician, Dr. Hall. He will resign the Presidency of the Senate at an early day, but there is no probability that he will be able to do it personally soon, if ever. Mr. Atchison of Missouri, will undoubtedly succeed him.—Balt. Sun.

OBITUARY.—The Natchitoches Chronicle announces the death in that town, on the 1st inst., of Col. James Bludworth, aged 74 years. Col. B. was born near Wilmington, N. C., and came to Louisiana, as officer of the army, about the time Louisiana was transferred to the U. States. Having been sent with a detachment of the army to occupy the post of Natchitoches, he married in that parish a respectable lady of one of the oldest Creole families, resigned his military commission, and devoted the remainder of his life to agricultural pursuits.—N. O. Pic.

Dreadful Tragedy.

PETERSBURG, Dec. 19.—Joel Sturdivant, the jailer in this city, and a negro employed in the jail, were shot this morning by Benjamin Sadler and John Jones, prisoners—the prisoners then made their escape. Sturdivant and the negro man were giving the prisoners their breakfast at the time the attack was made upon them.

The whole town turned out to arrest the assassins. When on the point of being arrested, about three miles from town, Sadler shot himself. Jones was taken in Chesterfield.

LATER FROM THE RIO GRANDE. New Orleans, Dec. 18.—Later accounts from the Rio Grande, state that Carval had crossed the river with 400 Texans, and was marching upon Monterey, by invitation of the citizens. General Crois, military commandant at Monterey was secretly aiding the movement.

NEW YORK, Dec. 19.—The steamer Cherokee, from Havana, Dec. 14th, has arrived. She brings 26 passengers, and all news of importance. She was allowed full communication with the shore, and landed and received her mails and passengers.

THE WOODWORTH PATENT.—In the case of Woodward vs. Cook, in the U. S. Circuit Court for the Southern District of New York, Judge Nelson has decided in favor of the defendant. The Judge, after referring to the various claims of the complainant, and showing all of them to be untenable, thus concludes his opinion: "It follows from these views, that the complainant has failed in establishing any claim against the defendant for an infringement of the patent in this case, and a decree must be entered therefor dismissing the bill with costs."

REV. DR. IVES, the Protestant Episcopal Bishop of North Carolina, who is on a visit to Europe, is reported in the last issue of the Tablet to have become a Catholic. The Tablet says he has gone on a visit to Rome, but while in London had an interview with the Cardinal Archbishop. We find the extract in the New York Freeman's (Catholic) Journal.

THREATENED DISRUPTION IN THE CHURCH OF ENGLAND.—It is stated by the London Weekly Dispatch that, in consequence of the determination of the Crown not to allow Convocation to sit for the dispatch of business, the leaders of the High Church party, at a recent meeting, have resolved to secede from the Establishment, and connect themselves with the Episcopal Church of Scotland, which, while in all main points it agrees with the Church of England, adds to its service an acknowledgment of something very like the Roman Catholic doctrine of Transubstantiation and regulates its own affairs by synods of bishops and clergy. The Right Hon. Wm. Gladstone, one of the leaders of the movement, has taken the first step.

SEA COAST MAIL LINE.—The annual Report of the Post Master General, referring to the increased expedition of the mail transit between New York and New Orleans, goes on to say—